

## CLAIMS

1. A pneumatic tire comprising  
a tread portion,  
a pair of sidewall portions,  
a pair of bead portions,  
a carcass extending between the bead portions,  
a breaker disposed radially outside the carcass, and  
a band disposed radially outside the breaker, said band  
composed of a full width ply extending across the substantially  
overall width of the breaker and a pair of axially spaced edge  
plies, wherein

in a ground contacting face of the tire under a normally  
inflate loaded condition which face has axially outermost edges  
between which the ground contacting width  $TW$  is defined,  
the circumferential length  $L_s$  of the ground contacting face at an  
axial position 10 % of  $TW$  axially inwards of each of the axially  
outermost edges is in a range of from 75 to 85 % of  
the circumferential length  $L_c$  of the ground contacting face at  
the center of the ground contacting width.

2. The pneumatic tire according to claim 1, wherein  
the tread portion is provided on each side of the tire  
equator with a circumferentially continuously extending inner  
circumferential groove so that the tread portion is divided into  
a crown part between the inner circumferential grooves and a pair  
of outer parts axially outside the inner circumferential grooves,  
and

the crown part is formed as a substantially continuously  
extending circumferential rib.

3. The pneumatic tire according to claim 1, wherein the tread portion is further provided on the axially outside of each said inner circumferential groove with a circumferentially continuously extending axially outer circumferential groove so that each said outer part is divided into an axially inner middle part and an axially outer shoulder part, and

at least the shoulder parts are each circumferentially divided by axial grooves into shoulder blocks, and

the number of said axial grooves in each said shoulder part is such that 2 to 4 grooves are included in the ground contacting face.

4. The pneumatic tire according to claim 3, wherein the axial grooves each have an overall inclination angle in a range of from 60 to 80 degrees, wherein the overall inclination angle is an angle of a straight line drawn between the ends of the axial groove with respect to the tire circumferential direction, and

said shoulder blocks are each subdivided by a narrow groove into two block segments,

the narrow groove is inclined such that, with respect to the tire circumferential direction, a straight line drawn between the ends of the groove is inclined reversely to said straight lines of the circumferentially adjacent axial grooves.